FIFTY-SEVENTH Y EAR

LOUIS STRANG WINS AUTO RACE

Cliff Trophy in 5 Hrs., 14 Mins., 131-5 Secs.

Course Most Hazardous Ever Chosen for a Motor Car Speed Contest.

Amost Every Turn Dangerous-Eleven Thousand Machines Lined Up Along the Way.

Briar Cliff, N. Y., April 24.-Louis strang, in a 50-horsepower Italian car. won the 259 mile automobile race over the Briar Cliff course today. Cedrino. also in an Italian car, was second, and Guy Vaughan, in a 30-horsepower car of American make, was third,

Herbert Lyttle and Paul Sartori, the only other racers to officially finish the long journey, finished respectively in fourth and fifth places. Lyttle drove a 50-horsepower car of American make and Cartorio a 40-horsepower Italian machine. Three other cars of the 22 which started would have been able to complete the journey, but the race was officially declared off as soon as the fifth car had crossed the finish line. to avoid any possible accident to the spectators who overflowed the course

The time made by the racers was comparatively slow, and to this fact is probably due the absence of serious ac-

There were numerous minor mishaps resulting in the withdrawal of several cars from the contest, but in no case was any one seriously hurt. The course has been recognized as one of the most dangerous ever selected for a speed contest between high power machins and the drivers exercised unusual precautions.

Strang took the lead early in the race and at no time was his position in dangerous and at no time was his position in dangerous and at no time was his position in dangerous and at no time was his position in dangerous dangerous and at no time was his position in dangerous dange

and at no time was his position in dan The position and time of the five

leading cars follows: Driver. Fnished. No. Elapsed Time

Strang First Second Third 5:28:29 2-5 5:29:15 2-5 5:53:45 3-5 Fifth

COURSE DANGEROUS.

For just a little over 32 miles the sourse winds through picturesque country in northern Westchester country. About every turn of the course is a flangerous spot and there had been many predictions of serious accidents before the race was run. The danger of the course, and the possibility of serious mishaps, had added tremendously to the interest usual in contests of this kind and long before the hour scheduled for the start, the course was lined with automobiles filled with specined with automobiles filled with spec-tators. As early as 3 o'clock this mornng it was estimated that not less than 11,000 autos were packing the course. Thousands of persons crowded the vantage points and when the first racer was sent away he entered a ined with humanity on either end to end. e start had been scheduled for 4:25

o'clock, but it was 40 minutes later be-fore preparations for the beginning of the race had been completed.

THE START.

At Exactly 5:07 the starter's pistol rang out and car No. 1 with Sartori at the wheel, shot across the line and started away on the long journey. The other cars followed at intervals of one minute without the slightest untoward neident to mar the start. The veteran Barney Oldfield, who braved the fate associated with the No. 13 by driving a car carrying those figures, was given a rousing cheer when he stood at the starting line waiting for the signal. He accepted the greeting with confidence and sent a grateful look to the shoutthousands as he sped across the It became apparent within a very minutes after the start, that de predictions to the contrary, tre-lously high speed was to be made at least some portions of the se. Forty-two minutes had been reported as the best time over the 32 mile course in the trials and many believed that no better time than this could be expected during the race. At :24 o'clock, 17 minutes after the first ar had left the starting point, how-ver, word came back from Armonk that four cars already had passed that

, 17 miles away. e of these four cars had only been If minutes on the road, another 14, a chird 15 and another 17 minutes. That the drivers found it impossible to maintain this geat speed over the entire length of the crooked hilly coure, became apparent before the end of the first round. Strang in car No. 4, the first to complete the circuit, crossed the line in 29 minutes 42 seconds. He was ne in 39 minutes, 42 seconds. He was ading Lyttle, in car No. 3, only by a w seconds, but he maintained his adntage through the second round, ich he completed in 38 minutes, 23 ronds, with a lead of 2 minutes, 24 seconds over Lyttle, and also was in the lead at the end of the third round, which was made in 39 minutes, 18 sec-

POSITION OF CONTESTANTS.

Aside from the leaders, the other contestants held to their positions fairly well in the initial round, the order at the finish of that round being: Strang in No. 4. Lyttle in No. 5. Sartori in No. 1. Parker in No. 6. Vaughan in No. 8. Murphy in No. 10. Poole in No. 11. Mulford in No. 9, Michener in No. 7. Oldfield in No. 21, Hilliard in No. 16. Robertson in No. 15. Harding in No. 16. Robertson in No. 15. Harding in No. 16. Robertson in No. 17. Bloch in No. 18. Bergdoll in No. 20. Barnin in No. 18. Bergdoll in No. 22, was the first Watson, in car No. 22, was the first man to come to grief. His machine collided with a post at East View and was so badly disabled that it was three hours after the start before he had made repairs and finished the first round.

SOME DIFFICULTIES.

Some of the difficulties with which the grivers had to contend become more and more apparent as the race progressed. Between Pine bridge and Mount Kisco there were four turns which tried the nerves of the drivers, but in the early stages of the race, car after car was sent around without a mishap. At the second turn from Pine bridge, and about a mile from the place there is a hilly spot in the

ALLIS-CHALMERS PLANT ESCAPES

In Italian Car He Takes Briar Desperate Attempt Made to Destroy the One Located at West Allis, Wisconsin.

DISTANCE WAS 259 MILES. STRUCK AT MOST VITAL PART.

-Automatic Sprinkler Extinguished the Flames.

Milwaukee, April 24.-The Sentinel to-

A desperate attempt was made early Wednesday morning to destroy the Allis-Chalmers plant at West Allis or at least to stop its operation for a

heavy loss was the automatic sprinkler equipment which extinguished the flames before they gained much head-

tern shop, the most vital part of the plant. With patterns destroyed work would have to come to a standstill until others could be prepared. From this it appears the attempt was the work of men who are well acquainted with the workings of the plant.

cans of gasoline which were brought to the plant in three telescopes. From the appearance of the shop a premature explosion of the oil scared the wreckers away before their preparations were completed. They left on the fire escape, by means of which they gained entrance to the building, the telescopes filled with the gasoline, one of the cases ebeing about emptied of its contents.

Allis-Chalmers company officials last

Allis-Chalmers company officials last night admitted that there had been an attempt to set fire to the pattern shop but indicated that the loss was slight and were inclined to minimize the trou-

A GREAT LAW SCHOOL.

Proposed to Establish One at University of California.

San Francisco, April 24.-Plans for the establishment at Berkeley of one of the greatest law schools in America, with an endowment of \$1,000,000 have just been made public for the first time Just been made public for the first time by Prof. George H. Boke, head of the department of jurisprudence at the state university. It is not only to be a great training school for attorneys, but, according to Prof. Boke, its scope will take the trend of preparing its gradu-ates for leadership in civic and pub-lic affairs. ates for le

strang maintained his place at the head of the line until after the end of the fourth round when half the distance had been covered. At that time he had a lead of 21 seconds in elapsed time over his nearest competition. Up to this point the leader had averaged almost 46 miles an hour. Strang held his lead through the fifth dap, which he completed in 38 minutes, 28 second, with a total official elapsed time for the distance 2 hours, 34 minutes, 40 seconds. tle, Cedrino and Vaughan had been able to hold the pace in this round and Poole, in No. 11, had swept up into second position. Both and Strang were driving cars

Poole and Strang were driving cars of Italian make.

The finish of the fourth round furnished one of the prettiest sprints of the race up to that point. As the cars swung around the sharp curve above the judges' stand, Barney Oldfield 'r No. 13, and Hilliard in No. 16, were fighting it out side by side. The sides of their cars separated only by a few inches. Almost in front of the judges' stand Oldfield forged to the front and in an instant flashed away ahead of instant flashed away ahead of

mechanic were thrown out. Fortu-nately neither man was injured, but as Murphy had no spare wheel with him, the car was shoved into a place of safety at the side of the road and was officially declared out of the race. Car No. 17, with De Palma driving also went out of the race in the fifth round. went out of the race in the fifth round. It was ditched after passing Amonk and so badly injured that it could not continue. In the meantime Strang had clung to the leading position which he

At the time Cedrino, in car No. 2, had moved up into second place and Lyttle was in third position. Strang made the seventh lap in 38 minutes, 43 seconds and started away on the final leg of the journey at 19:53:47, with a margin which seemed to ensure his winning provided his good luck continued.

of the race on the seventh lap, 37 min-

of the race on the seventh lap, 37 minutes, 16 seconds.

He started the last circuit at
11:02:08. Lyttle got away on the last
round at 11:06:36.

As the race proceeded the crowds
along the course and particularly at the
finish gave the special policemen much
trouble in their efforts to keep the
course clear. Near the judges' stand,
where there is a dangerous curve, the
crowd constantly pressed forward into the stretch, and it was only with
the greatest difficulty that a clear space to the stretch, and it was only with the greatest difficulty that a clear space was maintained for the cars which skidded around the curve at express train speed.

Attack Directed Against Pattern Shop

day says:

All that saved the big plant from

The attack was directed on the pat-

The determination of those back of the plot is shown by the fact that they had with them a dozen one-gallon cans of gasoline which were brought to

the read is so narrow that there is room for only one automobile and no car can pass another. Strang maintained his place at the

CARS 20 AND 17 OUT.

While the leading cars were in the fifth round word came to the judges' stand that Murphy in car No. 20, of Australian make, had met with an accident in the stretch of road between Valhalia and East View. One of his front wheels collapsed and he and his machanic were thrown out. Fortugained in the first round. He finished the sixth circuit with total elapsed time of 3 hours, 55 minutes, 4 seconds.

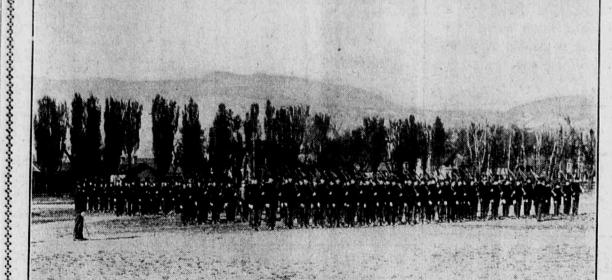
At the time Cedrino, in car No. 2, had made in the late.

Cedrino, in No. 2, made the best time

STRANG WINS.

Strang finished in the lead and won the race at 11:44, making his official elapsed time for the full distance 5 hours, 14 minutes, 13 1-5 seconds. Cedrino made a valiant effort in the final round to cut down Strang's big lead but without success. He was second. completing the last lap at 11:49:965%, with a total elapsed time of 5 hours, 21 minutes, 5 2-5 seconds.

TWO LOWELL TEAMS WIN. -
TWO LOWELL TEAMS WIN. -
Two Lowell TEAMS WIN. -
The match games of basket ball between the teams of the Lowell and Wasatch schools yesterday, the Lowell boys' team won out with a score of 5 to 7; while the Lowell girls' team defeated their opponents in a score of 38 to 6.



\^^^^^^^ HIGH SCHOOL CADETS IN BATTALION FORMATION

THREE WITNESSES TELL OF ROBBERY

Trimmer and MacVichie This Morning.

He Did a Bit of Detective Work He Row Over a Fruit Cart Nearly Costs Received No Pay For and He Is Now After the Money.

Two former officials and a member of the board of directors of the Utah National bank were the witnesses summoned to appear before the federal grand jury this morning. Alvin C Strong, formerly first assistant cashier, and W. W. Trimmer, formerly second assistant cashier, were examined at length, as was also Duncan MacVichie of the board of directors.

This afternoon a number of the clerks have been summoned, and it is probable that all of those at the bank will be given an opportunity to tell their stories. The two important wittheir stories. The two important witnesses this morning were Mr. Strong and Mr. Trimmer. Mr. Strong was in the strike the top at such speed that they shoot into the air and come down on the ground again with a thud. Between Pine bridge and Mount Kisco, the tread is an agree, there is a regression to the morning when the money disappeared. He was there there is a regression to the strike the tread is an agree, the tread is a regression to be force Mr. Adams came from the Natural Bank of the Republic, while the tread is an agree of the tread of the strike the tread is an agree of the strike the tread is a regression to the strike the tread to the tional Bank of the Republic, while Mr. Trimmer came afterwards, and occupled a position in the confidence of Mr. Adams similar to the friendship between Jos. Nelson and Mr. Strong.

FIRST INVESTIGATIONS

The first investigations undertaken by the detectives centered about Mr. Strong as the clues most prominently above the surface concerned them-selves with him. These clues appeared in print in a newspaper to which Mr. Adams is commonly understood to have furnished most of the information it has received, and in which he has giv-en out a public statement charging Strong with bad faith in the matter of pretending he did not know a com-bination which he had in fact known for several years. The clues leading to Mr. Strong had to do with satchels which he and Mr. Rich carried from Centerville to the bank and back again occasionally. The clues were worked completely to the bottom and given up. Mr. Rich was before the jury yesterday afternoon. Mr. Trimmer terday afternoon. Mr. Trimmer was also called at that time but his testimony was not concluded until this morning. So far, he has been before the grand jury for a longer time than any other witness,

COUGHLIN MAKES A MOVE. Sieuth Coughlin has come forth from his silence in the case by preparing a suit which will be planted at once against W. F. Adams and Atty. Harry a suit which will be planted at once against W. F. Adams and Atty. Harry Robinson. It is for the money he claims is due him for doing shadow work, for which he has never been paid. Atty. Coughlin placed the matter in the hands of an attorney yesterday afternoon. He declares that he is not going to let Adams or Robinson go before a grand jury and make statements insinuating that we was guilty of blackmail as he says Robinson did when his bill was first presented. Both Detective Miles and former Chief of Police Sheets are now interested in the case. Former Chief Sheets visited the grand jury room this morning, but for what object was not learned. Sol Kimball, in charge of the jury. would not state whether he had been summoned as a witness or not. Both Mr. Nelson and Mr. Adams are waiting to be notified by telephone when they are wanted as witnesses and from present appearances they will be among the last summoned. summoned.

TAKE FISH FROM DITCH.

Part of the water in the Gordon race has been turned out and flish of all kinds are being carried away to the fish hatchery. About 500 fine specimens of trout have been transferred in barrels, buckets and tubs to the hatchery or to Big Cottonwood creek already, under the direction of State Fish and Game Commissioner H. B. Cromar. As the most of the fish in the stream are trout, it is necessary to care for them and transfer them to care for them and transfer them suitable waters for their preservati whereas, any carp captured are immediately thrown out. Before the water is again turned into the canal, Commissioner Cromar will insist on the installation of fish screens.

ALIENS IN RIOT STIR WEST SIDE

banians Mingle To Do Murder.

COUGHLIN TO SUE ROBINSON. POLICE ARRIVE OPPORTUNELY

Potter and Venetis Their Lives Before Officers Appear.

First South between Fourth and Fifth West streets, where a gang of 25 Turks, Greeks and Austrians tried to kill two Albanians named Chris Potter and George Venetis, created quite a diversion for the police.

When the call came into police headquarters, Officers Clough, Price, Golding and Ripley were in the desk sergeant's office. They quickly jumped into the patrol wagon and a record run was made to the scene of the conflict. There were probably more than 150 foreigners on the street, yelling like mad men and doing their best to kill Potter and Venitas, and they would have undoubtedly succeeded but for the timely arrival of the officers. When the rioters saw the policemen, they broke and ran in all directions. two victims were rescued and Turks were arrested and hauled police headquarters. The prison police headquarters. The prisoners gave their names as follows: Mike Moto, Orrin Mirce, Paul Thame, Jim Allea, Fatis Allea and Cherim Zquir. They will be charged with rioting, dis-

turbing the peace, and battery. ROW OVER FRUIT CARTS.

According to the story told the po-lice by Potter, the row started in a dispute between him and the Turks over some small fruit carts which he had sold to some of the Turks and Greeks. One cart he loaned to a Turk with the understanding that the fellow would pay back money which had been advanced by Potter. Fail-ing to get the money Potter decided this morning to take possession of the cart. The Turk refused to relinquish the cart or pay back the borrowed money, and when Potter attempted to take his property by force, about 25 men pitched upon him. Knives were drawn and rocks hurled at the unlucky Potter. He was struck probably a dozen times about the body with stones, but managed to keep his head covered. George Venetis rushed to the assistance of Potter and he was also attacked and knocked down several times.

WHOLE COLONY ALARMED. The cries of the infurlated foreign-

The cries of the infuriated foreigners aroused the whole neighborhood and swarthy allens swarmed from the surrounding buildings.

That they were bent upon murdering the two men was quite evident and would have done so had not some thoughtful person turned in the riot call. The patrol wagon rushed to the second of the property of the second and when scene at breakneck speed and when the gang saw the officers coming they scattered like frightened sheep. The bluecoats succeeded in arresting th leaders of the gang, but the other managed to make their escape. Pot ter and Venetis accompanied the pris oners to police headquarters and filed complaints against the men.

POTTER THEIR FRIEND.

"I have loaned some of the men money to help them make a living," said Potter to the "News." "I also loaned them some little push carts for which they were to pay me when they earned the money. This morning when I asked them to give me my money they said they would kill me. I asked for one of the carts and they refused to let me have it, and when I said let me have it, and when I said would take it they started to beat me. fought off four or five but when there were 25 of them trying to kill me with were 25 of them trying to kill me with rocks it was too much. Venetis tried to help me but they knocked him down with rocks. My body is all covered with cuts and bruises."

There was a frightful trumoil when the police arrived on the scene. Engaged Turks, Greeks and other foreigness blacked the street and were vall.

blocked the street and were ng and all trying to get at Potter and venetis. It is claimed there is a great deal of hatred existing between local Albianians and the Turks and Greeks and that the fire which broke out this morning has been smouldering for a

EX-PRESIDENT GROVER CLEVELAND BETTER

Lakewood, N. J., April 24.-Ex-Presi dent Grover Cleveland was better to-day and the physicians believe he will be able to leave for his home at princeton in a few days. They say there is nothing alarming in the pa-tient's condition.

FLEET'S LAST DAY AT LOS ANGELES

Grand Jury Hears from Strong, Turks, Greeks, Austrians and Al- Thirty-Three Hundred Sailors Taken for a Great Automobile Ride.

OFFICERS GIVEN RECEPTION.

From Early Morn Till Last Moment Before Departure Every Minute Fully Occupied.

Los Angeles, Cal., April 24 .- Today, the last day of the fleet's stay in Los Angeles ports, was set in as Beach day. A lengthy program, pasting from an early hour this morning up to the last moment that the officers

to the last moment that the officers could reach the ships tonight, was scheduled in each of the cities where the ships are at anchor. In addition, two events which marked the end of the program took place in this city.

The most pretentious thing in the way of an automobile tour of the city yet undertaken was given this morning when 3,300 sailors, the last of the liberty, parties, were taken for a four hours' ride about the city. Upwards of 500 machines had been proffered for the purpose by citizens of Los Angeles.

Los Angeles.

A reception to the officers of the fleet was held this afternoon at the Friday morning club from 3 to 6 Hundreds of invited in addition to the club members, thronged the place.

Long Beach had the most preten-

tious program of any of the heach cit-ies today. The events there included baseball games, motor boat races, eacht races, football games, boat races yacht races, football galles, boat paces of all kinds, sallors' sports, ballo in races, marine drills, firing of admirals' salute on shore in honor of the visit of Admiral Emory, automobile tours of the city, band concerts, receptions

and balls

The program at Redondo, San Pedro and Venice followed much along the same lines. Preparations are being made handling an immense crowd at Ven-ice, Ocean park and Santa Monica tonight and early tomorrow to witness the departure of the waole fleet from those points. Many from this city have reserved hotel accommodations at the beach for the night and will go down this evening to avoid crush on the cars in the morning. Los Angeles and Redondo elec lines will run trains to the beach ev ery five minutes commencing at o'clock. The Southern Pacific w also run special trains from the cit

Thousands of people who did no witness the arrival of the fleet at San Pedro will go to Santa Monica tomorrow. Principally, however, amon, the spectators will be the old soldier from the national home at Sawtelle for whom the maneuvers of the flee n Santa Monica bay were especially cranged. It is expected that the novements of the fleet will occupy an ur or more.

The scene at Fifth and Broadway, where the sallors came direct from he ships, was one of great enthusiasm. Phousands of people filled the streats or two blocks on Broadway and Fifth street for a block. The long line of automobiles had the greatest diffiautomobiles had the greatest diffi-culty in passing through. In every vehicle from five to 25 sailors were loaded. Several sight-seeing motor ars holding upwards of 100 were pressed into service and carried away cheering crowds of bluelackets. Sev-eral ladges drove machines filled with ral ladies drove machines filled with The automobiles were deckd allors. The automobies were decked ith flags and every sallor carried flags and borns. Bands from the ships layed national airs amid the cheers of the crowd. The machines began to il up with bluejackets at 9:20 and it is a first the cheek when the last was after 11 o'clock when the last machine left the scene. The men were taker through the business and residence sections of the city and their presence everywhere evoked the greatenthusiasm

The flagship Connecticut was re-served today for the members of the Los Angeles fleet committee and their files. The party journeyed from Pacific electric station in special to San Pedro and spent nearly the entire afternoon entire afternoon on the ship, usands of people at the various re-s today took advantages of the opportunity to go aboard the ships.

TRAIN GOES INTO WATER. ENGINEER IS DROWNED.

Alion, Ill., April 24.—A fast freight train, on the Chicago, Peoria & St. Louis road dashed into a water-filled cut from which a storm flood had washed away the tracks 15 miles above here last night, and the engine and I cars turned over. Engineer John Il cars turned over. Engineer John F. Walsh of Springfield was imprison-ed in his cab and drowned. His body was not recovered till this morning. Four others members of the train crew saved their lives by swimming.

DUC DE CHAULNES DIES SUDDENLY

Found Dead in Bed in His Apartments in the Hotel Langham, Paris.

HIS WIFE MADE DISCOVERY.

She Was Miss Shonts-Were Married Feb. 16, This Year. Cause of Death Was Embolism

New York, April 24.-A cable dispatch to Theodore P. Shonts of this received today, announced the sudden death in Paris of his son-in-law the Duc de Chaultnes.

The duc and Miss Theodora Shonts vere married in this city recently and vere in Europe on their wedding trip The news of the death came as a great

hock to Mr. Shonts and his family. There had been no previous intimation hat he was not in good health and the letters from the duc received recently were happy in their tone, recounting merely the incidents of their trip and of their life in France.

The cablegram to Mr. Shonts gave no details of the duke's death, not ever stating the cause. Immediateon its receipt, Mr. Shonts sent a ablegram asking for further informa-Mrs. Shonts will leave for Paris to-

morrow on the steamer St. Louis. It is probable that Mr. Shonts will ac-A STARTLING SEQUENCE. The death of the duke comes as a

startling sequel to his recent marriage with Miss Shonts. The duke's full name and titles were Emmanuel Theodore Bernard Marie d' Albert de Luynes d'Ailly, ninth duke of Chaulnes, and of Picquigny and marquis of Dangeau. He was born in

Besides his residence in the Parie Monceau quarter of Paris, he had a chateau in the department of the Sarthe. He was well known for his interest in athletics and all forms of outdoor diversion. He came of an old and distinguished family. The duke-dom was established in 1621, and after the title had twice become extinct it was re-established in 1869 in favor of the late duke's father, the late Paul of the late duke's father, the late Paul d'Albert de Luynes, brother of the Duc de Luynes, who died when his only son was three years old. The duke's mother was Princess Sophie Augustinova Galitzin, who was noted for her beauty. She survived her husband only two years. The young duke and his sister, Therese, now the Duchess d'Usees, who is his senior by two years, were brought up in the family of their aunt, the dowager duchess.

MARRIED FEB. 16.

MARRIED FEB. 16. The duke and Miss Shonts were married in New York Feb. 16, of this year at the Shonts home, 123 East Thirty-fifth street, before hundreds of guests and it was in every respect a notable and brilliant social event. The duke met Miss Shonts in Europe

The duke met Miss Shonts in Europe. The reports of their engagement were first heard of in 1906, but they were promptly denied by Miss Shonts, herself. In March, 1907, the duke came to New York from France and was a guest at the Shonts home in this city. This visit was prolonged until early in May when the duke wayurned to Paris. This visit was prolonged until early in May, when the duke returned to Paris and it was then definitely announced that he was to marry the daughter of the president of the Interborough Met-

ropolitan Railway company. The engagement was authoritatively announced in November of 1907.

The first month after the marriage was spent in the United States and the couple sailed for the other side on March 17 on board the steamer Teu-

WAS FINANCIALLY EMBARRASSED The duke inherited a fine patrimons from both his father and his grandmother along with his titles, but it was generally understood that he expended much of his fortune and he was said to have been financially embarrassed before his wedding with the American

heiress. FOUND BY HIS WIFE. Paris, April 24.—The Duc de Chaul-nes, who in February was married to Miss Theodora Shonts, daughter of Theodore Shonts, president of the Interborough Metropolitan Railway com pany, was today found dead in bed in his apartments at the Hotel Langham

in the Rue Boccador. The dead body of the duke was found by his wife. The death of the young man was due to embolism, the obstruc-

tion of an artery. The duchess entered her husband's room this morning, but found that room this morning, but found that she could not awaken him. She quickly summoned help. A doctor came in response to her summons and after an examination he prouonneed the man to be dead. A commissary police was at once notified and the inquest opened. At the conclusion of the inquest the coroner declared that death was due to natural caused.

that death was due to natural causes and that it had been brought about by embolism. The police later issued a permit of interment.

The duke and duchess had lived at The duke and duchess had lived at the Hotel Langham for three weeks, awaiting the completion of their pri-vate residence, now in course of con-

The air of mystery surrounding the circumstances of the death of the duke, which was created largely by mislead-ing statements with reference to the place of death and ultimate disposition of the body, was in no sense cleared up by a story which was generally circu-lated to the effect that the duke was

lated to the effect that the duke was in fact taken violently ill at some house other than his hotel and that he was hurriedly carried to the Langham, where he died shortly after his arrival It was impossible to confirm or deny this rumor this afternoon.

At the Langham all information relative to the death of the duke was refused, excepting the "official" statement that the Duc de Chalnes had died at the home of a member of his famat the home of a member of his fam-ily and not at the hotel. It was ex-plained that this was the way the famly desired the announcement to

SHOT PROVES FATAL.

(Special to the "News.") Syracuse, April 24 .- Newell Schofield, a lad of 15 years, who shot himself Monday night with suicidal intent, died at the home of Dr. Whitlock here last night. No reason for the boy's act has been found.

NAVAL SPECTACLE ONE TO INSPIRE

W. H. Bancroft Returns With Glowing Report From Coast.

ARRANGEMENTS COMPLETED.

Dr. G. B. Pfoutz, Who Accompanied Mr. Bancroft, Met With Success.

Went to Perfect Plans for Participation of High School Cadets in Cere. monies in Program of Welcome.

"I doubt if the world has ever before seen a naval spectacle equal to that which will be carried on at the Golden Gate. I saw the fleet at Los Angeles, and it was the most inspiring sight of my life. Battleships, cruisers and coast defense vessels I have often seen, but this sight of a great fleet maneuvering before a coastwise townit was something words cannot describe. The High school cadets will see something every young American should see to make him appreciate what his country means. Their trip will be of inestimable value to them, and I feel proud to know that they are

going.' This was the sentiment that W. H. Bancroft, vice president and general manager of the Oregon Short Line railroad brought back from the coast with hlm. Mr. Bancroft went to San Fran-cisco in company with Dr. G. B. Pfoutz, whose special mission was to prepare for the reception there of the High school cadets.

A MAGNIFICENT LIGHT. Mr. Bancroft's car went direct to

Mr. Bancroft's car went direct to Los Angeles from San Francisco, where it was run out on a siding commanding a specially good view of the bay. From this vantage point Mr. Bancroft saw the fleet come in, anchor, engage in an electric display at night, and then settle into darkness just as a full moon appeared over the waters to make a sight of the fleet at rest as beautiful as that which its electric lights had made of the fleet on duty.

In describing the sight of the incoming battleships, Mr. Bancroft was enthusiastic. "I remained out there all night," he said, "and I never had dreamed how beautiful a battleflet could be. We first saw a streak of smoke on the horizon, then a straight front of 16 battleships. As they approached the harbor they broke into single file, and the flagship steamed across our front till it reached a point of anchorage, then suddenly swung to, while every other ship did the same at the same instant, and as they swung round on their anchor chains, they were perfectly aligned, with no perceptible difference in the space between any two vessels.

ONCE IN A LIFETIME. "I thought a battleship would light up the water around it, but in the evening when the searchlights were turned on and the electric illumination com-menced, each ship looked like a vesnenced, each ship looked like a ves-sel of white china painted on a black background. The outlines of each vessel loomed up perfectly but not a touch of color disturbed the even blackness of the water. It was a sight one may not see more than once in a lifetime, and when the sixteen vessel-that steamed abreast into San Pedro harbor are increased to 40 odd vessels at the entrance of the Golden gate, it will make a sight without a paral-The outlines

at the entrance of the Golden gate, it will make a sight without a parallel in history. By all means the High school boys should see it."

Speaking of the arrangements made to entertain the youngsters on the coast, Mr. Bancroft declared that Dr. Pfoutz had worked like a Trojan and had everywhere met with complete success. He first met the Southern Pacific railroad officials, and by them was introduced to the men in charge of arrangements in San Francisco, afterwards returning to Paso Robles to interview Admiral Evans.

California's governor and San Francisco's mayor, with the chairmen of various committees on arrangements were willing to have the cadet battallon were willing to have the cadet battallon

were willing to have the cadet battanon assigned as the personal bodyguard of Admiral Evans, provided the admiral would request it. Dr. Pfoutz completed arrangements with them for every phase of the matter, before leaving, these arrangements of course being provisional upon the request from Admiral Evans. miral Evans.

ADMIRAL MAKES REQUEST. This meant a trip to Paso Robles and Dr. Pfoutz went down in company with Paul M. Shoup, assistant general pas-senger agent of the Southern Pacific rallroad. Last night Mr. Shoup wired Mr. Bancroft that Dr. Pfoutz had seen Admiral Evans, and that he had read-ily consented to write the application my consented to write the application which those in charge at San Francisco had requested. He accordingly wrote one letter to California's governor making the request, and another to the chairman of the committee on entertainment in San Francisco, so that all arrangements are now completed for their proper entertainment.

Word that Admiral Evans had made

Word that Admiral Evans had made e desired request was received here at night in a telegram to Principal aton from Dr. Pfoutz. This afternoon he High school boys, on parade, are elebrating the fact that the request was made, as much as they are show-ing their dress parade form.

The finance committee was busy this

The finance committee was busy this morning, visiting business houses that had expressed a willingness to help send the boys on the trip. They secured from the Deseret News \$50; from Rowe & Kelly \$10; from Auerbach's \$100; and from Thos. Tyng, \$25. Added to the \$6,000 already pledged this brings the total up to \$7,085 of the \$10,000 it will be necessary to raise.

ASSOCIATED PRESS ELECTS OLD OFFICERS

New York, April 24.—The board of directors of the Associated Press before their final adjournment yesterday reelected all the present officers as fol-

lows:
President, Frank B. Noyes, Chicago Record-Herald; first vice president, Charles Hopkins Clark, Hartford Courant; second vice president, Rufus N. Rhodes, Birmingham News; treasurer, Herman Ridder, New York Staats Zeitung; secretary and general manager, Meiville E. Stone, and assistant secretary and assistant general manager, Charles S. Dichl.